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INDIA, AUSTRALIA, &c., AND FOR  
PRIVATE RESIDENTS AT THE  
OUTPORTS.  
A Comprehensive and Complete  
Report of the  
NEWS OF THE FAR EAST  
is given in the  
HONGKONG WEEK  
PRESS,  
with which is incorporated the  
CHINA OVERLAND TRADE REPORT  
Subscription, paid in advance,  
512 per annum. Postage to any  
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# Hongkong Daily Express.

ESTABLISHED 1857

No. 15,815. 五十五年十一月三日 三月二十日 HONGKONG, FRIDAY, DECEMBER 25TH, 1908. 五英標 五十二年八月九日 次年香港 PRICE, \$3 PER MONTH.

## TOM SMITH'S CRACKERS

OF THE FINEST QUALITY IN  
GREAT VARIETY.

SPECIAL DESIGNS FOR TABLE  
DECORATION.

A. S. WATSON & CO.  
LIMITED.  
ALEXANDRA BUILDINGS.

NEW SEASON'S MODELS

## BABY GRANDS

AND

## UPRIGHT GRANDS

BY

BLUTHNER, STECK,  
RACHLS, IRACH,  
PLEYEL, ETC., ETC.

SOLE AGENTS.

S. MOUTRIE & CO.  
LIM. LTD.

Hongkong, 1st October, 1908. [1375.3]

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

In Casks 375 lbs. net \$5.50 per cask ex Factory.  
In Bags 250 lbs. net \$3.45 per bag ex Factory.

SHEWAN, TOMEY & CO.,  
General Managers.

Hongkong, 29th April, 1908. [1347]

THE GRAND HOTEL  
DIVISION STREET, KOBE.

FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS.  
Situated in close proximity to the Harbour  
and Railway Station.

Best Wines and Liquors Supplied.

Special arrangements for a long stay.  
F. DOMBALLE, Proprietaire.  
M. MAILLE.

PEAK TRAMWAYS COMPANY  
LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.30 a.m. Every 10 minutes.

9.30 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.30 p.m. to 5.00 p.m. Every 15 minutes.

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NIGHT CARS 8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.  
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8.00 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 30 minutes.

10.30 a.m. to 11.00 a.m. Every 15 minutes.

11.45 a.m. to 12.00 Noon. Every 15 minutes.

12.00 Noon to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 6.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

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NIGHT CARS at 8.45 p.m. & 9.00 p.m. 9.45 to

11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the

Company's Office, Alexandra Building, The

Peak Road Central.

JOHN D. HUMPHREYS & SON,  
General Managers.

Hongkong, 9th May, 1907. [1374]

## CUTLER, PALMER & CO., WINE & SPIRIT MERCHANTS.

OF  
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.  
ESTABLISHED 1865.

BRANDY	★ ★ ★	Per Case	\$22.50
"	★ ★	20.00	
"	★	17.00	
WHISKY, PAUL MALL		20.00	
JOHN WALKER & SONS		12.50	
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THE ABOVE ARE EXCLUSIVELY SHIPPED TO

SIEMSSSEN & CO.  
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## LANE, CRAWFORD & CO.

### X MAS PRESENTS. CHOICEST PERFUMES.

IN CUT GLASS BOTTLES IN ELEGANT CASKETS.

### ARTISTIC BOXES OF CHOCOLATES AND CONFECTIONERY.

A CHOICE ASSORTMENT OF  
INEXPENSIVE PRESENTS  
SUITABLE FOR

### WHIST AND BRIDGE PARTIES

DRESDEN WARE, TERRA COTTA FIGURES.

CLOCKS, PHOTO FRAMES, &c.

TOYS, DOLLS, GAMES, &c.

### LANE, CRAWFORD & CO.

Hongkong, 15th December, 1908. [1322]

## THE PACIFIC COAST LUMBER MILLS, LTD.

VANCOUVER, BRITISH COLUMBIA, CANADA.

MANUFACTURERS OF

### DOCK-YARDS: DECKING, SHEATHING, TIMBERS, SPARS, &c.

RAILWAYS: SLEEPERS, TIMBERS, PILES AND CAB-STOCK.

Shipments made direct from our Saw's to the Consumer in South China.

THOS. W. KYDD, Oriental Representative.

Telephone 373. Office No. 30, Prince's Buildings, Opposite King Edward Hotel, Hongkong, 14th November, 1908. [1355]

## WATKINS LIMITED, CHEMISTS AND DRUGGISTS.

HAVE JUST UNPACKED A FINE ASSORTMENT OF HIGH CLASS  
CHOCOLATES AND CONFECTIONERY.

CADBURY'S CHOCOLATES, IN TINS ASSORTED.

ROWNTREE'S CHOCOLATES, IN BEAUTIFUL FANCY BOXES.

PASCALL'S SWEETS, IN BOTTLES.

CRACKERS, IN GREAT VARIETY.

OUR STOCK IS LARGE AND WORTH SEEING.

COME EARLY, BUY EARLY, YOU GET A BETTER PICK.

## WATKINS LIMITED.

THE APOTHECARIES HALL.

31, Queen's Road Central, Hongkong, 5th December, 1908. [1323]

## CHAMPAGNES.

POMMERY & GRENO.  
BOLLINGER & CO.  
GIESLER & CO.  
POL ROGER.  
LARSON PERE ET FILS.  
DUCE DE MONTBELLO.  
IRIGY & CO.  
PAUL DOUMMIER & CO.  
LOUIS RENAU.

Hongkong, 12th December, 1908. [134]

## A POWERFUL DISINFECTANT



PULICIDE.

MOST EFFECTIVE IN PREVENTING PLAGUE, CHOLERA, MALARIA, ETC.  
BY DESTROYING FLEAS, MOSQUITOS AND ALL NOXIOUS INSECTS  
AND VERMIN AND ALL DISEASE GERMS.

AS SUPPLIED TO AND RECOMMENDED BY THE SANITARY  
DEPARTMENT, HONGKONG, AND USED BY THE  
GOVERNMENT OF INDIA.

## CHEAP, HARMLESS, CONVENIENT, EFFECTIVE.

DIRECTIONS.—A teaspoonful (quarter pint) to be added to a pailful (three gallons) of water.

To be used for washing floors, clothes, utensils, etc., etc.

Table D'Hotels at separate tables.

For Terms, &c., apply to the

Hongkong, 24th July, 1905. [1475]

KING EDWARD HOTEL.

## HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons.

Well Furnished Reception Rooms.

Private Bar and Billiard Room for Hotel Residents.

Electric Lifts to each Floor.

Electric Lighting and Fans.

Telephones on every Floor.

Every Comfort.

Ladies' Afternoon Tea Rooms.

Ladies' Cloak Rooms.

Matron in attendance.

CHARGES MODERATE, AND NO EXTRAS.

A. F. DAVIES, Manager.

Hongkong, 24th July, 1905. [1475]

KINGSCLEERE.

PRIVATE HOTEL.

APPROACH FROM KENNEDY ROAD AND

MACDONALD ROAD.

Telephone No. 134.

TELEGRAPHIC ADDRESS: "SACHSOLA".

A.B.C. Code, 5th Ed.

ELECTRIC LIGHT, Hot and Cold Water,

throughout. Billiards, Tennis, Croquet, putting-green and fine stabling for horses.

Proprietress, MRS. G. SACHSE.

BRAE SIDE,

PRIVATE HOTEL.

APPROACH FROM KENNEDY ROAD AND

MACDONALD ROAD.

Telephone No. 134.

TELEGRAPHIC ADDRESS: "SACHSOLA".

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## INTIMATION

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841

CHRISTMAS  
PRESENTSHIGH-CLASS  
CONFECTIONERY.

We have just unpacked our NEW SEASON'S CONFECTIONERY imported from the leading London, Parisian and American Houses.

## CADBURY'S CHOCOLATES.

In FANCY BOXES:

CHOCOLATE ALMONDS, CHOCOLATE WALNUTS, CHOCOLATE DE LA REINE, VIENNA CHOCOLATE and others, in Great Variety.

## FULLER'S CONFECTIONERY.

COCOANUT TAFFY, ALMOND TAFFY, CREME APRICOTS, SUCRE DE LA CREME CARAMELS, PEPPER MINT LUMPS, MARSHMALLOW BALLS, &c., &c., &c.

PASCALL'S FRENCH  
CONFECTIONERY.

NOUGAT, NATIONA, WALNUT TOFFEE, FONDANTS, CARAMELS &c., &c., &c.

## TOM SMITH'S CRACKERS.

A. S. WATSON & CO.  
LIMITEDALEXANDRA BUILDINGS AND  
KOWLOON DISPENSARY,  
Hongkong, 24th December, 1908. [29]

NOTICE TO CORRESPONDENTS.  
Only communications relating to the news column should be addressed to THE EDITOR.  
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for cash.

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LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, DECEMBER 25TH, 1908.

The belfries of Christendom to-day, in the words of the poet, "roll along an unbroken song of Peace on earth, goodwill to men." And the sentinel who looks out upon the political horizon this morning is happily able to report "All's well with the world." We need not be reminded that it was not ever thus, for the belfries of Christendom have, too often rolled along their song of peace when there was no peace. Even in the present century great wars have been in progress at this time of the year, making mockery of the carol. But to-day the horizon is clear. The threatening clouds which but a short time ago hung over Eastern Europe have disappeared, and yesterday we were able to announce a change of policy at Venezuela which practically amounts to a settlement of the dispute with Holland, so that peace reigns at the present moment over the whole surface of the globe—an eminently satisfactory reflection for a Christmas morning. Looking back over the year which has passed, we cannot unfortunately say that it has been free from wars and rumours of wars. New Year's Day, in fact, marked the commencement of the French campaign in Morocco; Great Britain a month later was dispatching a punitive force against Zulka Khels, perhaps the most turbulent and dangerous tribes on the Indian frontier; then

there was the much-discussed trouble in Macedonia, which threatened the "coming of Armageddon." The most serious fighting, however, has been in Persia, and we are not quite sure that peace has been yet restored. In the Far East we have not been entirely free from war talk. There were apprehensions of some action by Japan against China over the seizure of the Taku-muor, and, then, again, the idea was conceived by a section of the public in America that Japan meditated war with the United States. In the East everybody knew this to be mere wanton mischief-making, and there can be few men in the United States who are not now of that opinion, for the magnificent reception accorded to the American Fleet, both officially and popularly, was convincing proof of Japan's eminently pacific aspirations as well as of her warm friendship for America. This has recently been followed by formal exchange of Notes which not only disavow aggressive tendencies on the part of either power, but express the firm resolve to respect the territorial possessions of each other in the Pacific Ocean region, as well as to support the maintenance of the status quo and the "open door" in China. The agreement, in short, covers all that is necessary to confound the war-mongers, and their tongues have been effectually silenced by it. Confounded too are the prophets of evil who predicted an anti-dynastic outbreak in China at the end of the reign of KWANG SU for the new régime has had a most peaceful and therefore a most promising start, and there is no indication in any direction whatever in the Far East that the peace is likely to be seriously disturbed for some time to come. On the whole there is much in the history of the past year to gratify the preacher of peace. The sum of strife has been comparatively trivial while diplomacy has strengthened the securities of peace throughout the world. The disturbing element in the prospect is, of course, the constant growth in the armaments of every progressive power—in expansion professedly in the interests of peace. The day when we can count upon peace on earth for any long period of time, even among Christian races, is not yet, but there is abundant cause for congratulation in the progress that has been made during recent years towards that ideal of a permanent peace.

When the common-sense of most shall hold a fraternal realm in awe  
And the whole world shall shudder  
Lest in universal law.

There will be no issues of the Hongkong Daily Press to-morrow.

The French Mail of the 24th November was delivered in London on the 23rd inst.

We understand that Dr. Francis Clark will leave England on January 29th on his return to the Colony.

Midnight services were celebrated in some of the Catholic Churches.

To-day special services will be held in most of the Churches, and in barns. His Lordship Bishop Lander will preach this morning at St. John's Cathedral, and the Rt. Rev. Bishop Pozzani will preach at the Roman Catholic Cathedral.

At the Sailors and Soldiers' Home in Arsenal Street there will be a Christmas dinner for soldiers and sailors, followed by a concert.

There will be the usual picnic in connection with the Kowloon Seamen's Institute, and in the evening the famous brig, laden with its cargo of Christmas presents, will be unloaded.

There are many sports fixtures for boxing day, including two matches in connection with the Hongkong Football League, the most interesting of which will be that between the Royal Engineers and the Y.M.C.A.

## A FIRE ON THE "ASSAYE".

A fire was discovered in No. 4 hold of the P. & O. mail steamer *Assaye* after the ship had left Singapore. The entire crew turned out to their respective stations very smartly and the fire, which was assuming proportions, was extinguished in forty minutes.

## PROSPECTING IN BORNEO.

Mr. Henry Bode, formerly of the 1st Montana volunteers, has, according to the *Mindanao Herald*, just returned to Zamboanga from East Borneo with some fine specimens of "pary dirt" taken from what he claims to be fine placer mines.

Mr. Bode spent four months in exploring this region. He has some valuable specimens of ore. The indications of valuable deposits are antimony, copper, galena, plumb, gold and gold-bearing quartz, samples of which he is taking to the States with the hope of interesting capitalists.

The country, he says, is full of all manner of minerals including iron, lead and asbestos.

The Island of Banquey, situated in Manila Bay, has also some valuable deposits including a strange sort of diamond-bearing clay. This clay has all the qualities of ordinary soap.

Mr. Bode is reported to be on his way to the United States with his specimens, hoping to interest capital and organise a company to operate in that region, he having secured an option on a fifty-year grant from the British North Borneo Exploration Company, which holds a monopoly of all mining rights in that region.

The death is announced at Aberdeen of Mr. W. M. Robertson, late managing director of Messrs. Riley Hargreaves & Co., Ltd., Singapore.

The London correspondent of the *Straits Times* wired on the 16th inst.:—"The Colonial Office assures me that the date at which the report of the Straits Opium Commissioners will be published depends upon whether the report is still in type in Singapore. The Colonial Secretary has cabled to inquire on this point. If the report is in type in Singapore it will be printed there, and copies will be sent Home, so that publication may take place simultaneously in Singapore and London, about six weeks hence. If the type is no longer available in Singapore, the report will be printed in London and published not sooner than a month hence." Our contemporary adds a footnote to the effect that the Secretary of State has been informed that the type of the evidence has been distributed.

The American Fleet was expected to arrive at Colombo last week, and the Government had arranged to run a special train to and from Kandy each day to convey the men free of charge. It was agreed between the Colonial Secretary and Admiral Sperry that 500 liberty men would be allowed ashore each day, and that they could either remain in Colombo or have the alternative of a trip to Kandy. His Excellency the Governor was to give an official dinner and garden party and Lady McCallum was to give an "at home." Other forms of entertainment arranged were an al fresco dinner and ball and a ball at the Galle Face Hotel; a dinner by Sir Allan Perry to the medical officers of the ships and a few invited guests. Special entertainments and timings were also arranged by the Y.M.C.A. and the management of the Mount Lavinia Hotel.

## REUTERS TELEGRAMS.

From the 1st of January Reuters' service of political and news telegrams will be published exclusively by the Hongkong Daily Press and the *China Mail*, the Hongkong General Chamber of Commerce having decided not to renew their agreement with Reuters' Telegram Co.

## CHRISTMAS CELEBRATIONS.

At Christmas play and make good cheer. For Christmas comes but once a year. From a flower garden Wyndham Street in Xmas week becomes converted into a miniature pine forest, for the demand for Christmas trees is large, and great branches of pine have there been for decking the footwalk from Queen's Road to the Phoenix Club. The shop windows and the hotels too appear in festive "dressing," and customers entering for the necessary Christmas commodities were greeted everywhere with the designs wishing them, "A Merry Christmas and a Happy New Year."

The season of peace and goodwill was ushered in last night when Santa Claus paid his secret visits and left gifts to gladden the hearts of the children on this merry Christmas Day; and when elder people cast aside the cares of business to share in the general rejoicing.

On Christmas Eve the Bandmann Comedy Co. closed a successful season at the Theatre Royal with the comedy "The Gay Lord Quex," while the annual ball of the local Police was held in St. Andrew's Hall and passed off with the same success as has characterised it in previous years.

Her Excellency Lady Lugard returned to the Colony yesterday by the P. & O. mail steamer *Assaye*.

A baby passenger from Hongkong by the Hamburg-America steamer *Segovia*, which arrived this morning, died, yesterday, and was buried at sea.

The Opium Revenue returns now published show that up to last month the Government of India received from this drug no less than 183 lakhs of rupees better than the estimate.

The fifty of the dollar was, the other day, brought under the notice of the Governor-General of Indo-China by the Chamber of Commerce at Hanoi in Tonkin. The currency of the colony is based on the picke dollar. The Governor-General agreed with the views of the Chamber, which looked to a fixed dollar, but pointed out that fifty would be dangerous to the Colony so long as China held to a silver basis. The Governor-General gave the usual official assurance that the question would meet with careful consideration on his part, and that he would profit by the experience gained in Siam and Japan in the matter of currency reform.

A contract, dated October 12, 1908, between the Postmaster-General and the Canadian Pacific Railway Company for the conveyance of His Majesty's mails between Liverpool and Hongkong, and a Treasury minute approving it (dated October 23) have been published as a House of Commons paper. This contract provides with certain modifications for an extension for three years from April 7, 1908, of the contract of February 2, 1907. The following variations have been made:—(1) Clause 2 provides for a service in each direction once in every three weeks during the summer season, instead of one in four weeks; (2) The port of Shimidzu has been added to the places of call in clause 6; (3) The periods of transit (clauses 7 and 8) are to be 818 hours by way of Quebec or Rimouski, 853 hours by way of Halifax or St. John, in lieu of 703 and 732 hours respectively under the old contract; (4) clause 21 empowers the Postmaster-General to require the provision of a Sea Post Office to enable the mails to be sorted on board ship; (5) clauses 39 to 43 fix the subsidy at £25,000 a year in lieu of £60,000. The Canadian Government will contribute £25,000 a year towards this subsidy, instead of £15,000 a year, as heretofore, leaving a net sum of £20,000 a year payable by the Imperial Ex-

chequer, in lieu of the former £45,000.

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AMERICAN MINER DISCOVERS SAMPLES OF RICE ORE.

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## TELEGRAMS.

## [REUTER'S SERVICE.]

MR. LLOYD GEORGE ON THE  
HOUSE OF LORDS.

LONDON, December 22nd. Mr. Lloyd George speaking in Liverpool said that Lord Lansdowne had usurped a sovereignty, not claimed since Charles I., which we were not going to stand, and we were not going to quote King Lansdowne any longer but to shatter his throne. The House of Lords must be challenged on the question of finance.

THE LARGEST BRIDGE IN THE  
WORLD.

LONDON, December 22nd. The Pennsylvania Railroad plans a bridge of three miles from New York to Long Island with a span to Hell Gate of 1000 feet. The cost will be £3,000,000, and it will be the largest in the world.

## THE OPIUM COMMISSION.

LONDON, December 22nd. It is not likely that any steps will be taken in the Straits Opium Commission report until the conclusion of the Shanghai conference. The suggestion that the publication of the report is delayed for political purposes is unfounded.

## THE DUCHESS AND SCULPTOR.

## A TOUCHING STORY.

A touching story is related in Rome, concerning a visit paid November 23rd by the Duchess of Aosta to the well-known sculptor Gemito, who is now, unhappily an inmate of a home for mental cases. Here, in spite of his sad affliction, Signor Gemito continues to work incessantly, executing some of his best work, but lately he has destroyed almost as quickly as he has created.

He did not recognise his distinguished visitor, who told him of her practical love for sculpture, and asked him to give her some lessons. To this he replied that he was going to re-model his studio, after which he would be happy to give her the instruction for which she asked.

"Meantwhile, what will become of all these works?" asked the Duchess.

"Signor, to-morrow they will exist no longer. I am going to destroy them."

"Will you, instead, lend them to me to copy?"

"Certainly, Signor. Take them."

So the Duchess went away with ten statuettes and busts, and carried them to the royal palace, where for the present they remain, specimens of the happiest conceptions of an unhappy artist, with whom the sympathy of the whole world of Italy, rescued from destruction by the Duchess's kindly tact.

## THE BANDMANN COMEDY COMPANY.

The Bandmann Comedy Company completed their season last night and scored a final success with "The Gay Lord Quex." Mr. Charles Vane took the title rôle and invested the part with his customary happy interpretation. As Sophie Fullgarney, a mannequin, Miss Florence Hamer was very pleasing and acted the part of the coquette to perfection. Mr. Thomas Sidney was as amusing as usual as Sir Chichester Frayne and Miss Blanche Forsey made a charming Duchess of Srood. Mr. Gordon McLeod was acceptable as "Valma" the palmet and fiance of Sophie. The remaining characters were well filled.

SIAM'S GIFT OF A LIBRARY FOR  
HARVARD UNIVERSITY.

The *Siam Observer* is informed that, in addition to the generous contributions of His Majesty the King of Siam of Ticals 1,200, and of H. R. H. the Crown Prince of Ticals 500, there have been received from other Princes and officials the sum of Ticals 1,924.65, and from the European community the sum of Ticals 1,545 towards the erection of a Library at the Harvard University as a memorial to the late Mr. Strobel, making a total of Ticals 5,169.65.

The original proposal was to form a fund of Ticals 3,000, one-third in the Siamese community and one-third in the European community in Bangkok. In fact the contributions from Siam are more than two and a half times the amount asked for. Though no exact figures for the Cambridge contributions are available, an amount in excess of the sum asked for there, was subscribed as early as last April.

The Council of the Siam Society has presented a complete set of its Journal on its list for the future. In several instances, also, authors of recent books have contributed copies to the Library.

The fund is now being transmitted to America.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 27th at 11.55 a.m.—The barometer was fallen moderately over N. China and risen slightly over Formosa and the Philippines.

Another depression is probably approaching Manchuria from the Westward.

Pressure is highest over the Yangtze valley. Yesterday afternoon the other depression was moving into the Pacific to the E. of Hokkaido. The Japanese return for this morning are not yet to hand.

Moderate monsoon may be expected in the Formosa Channel and fresh monsoon over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong

## LOCAL SPORT.

## A POINT FOR FOOTBALL REFEREES.

## THE PENALTY KICK.

I wish the International Board would re-write the Rules of Football, so that the vast army of youths coming into the sport could understand them, without the assistance of a professor in "Footballology." At present we are in a hopeless tangle and our confusion is worse confounded by the present exports on the laws of the game trying to convince us that when a law says a certain thing it means an uncertain thing. All the referees are now discussing whether they can give a *penalty kick* when the ball is out of play.

Many of our best referees say "No" and the majority of the rest hesitate and seem afraid to say "Yes." Why? A referee's duties are detailed in the laws of the game. By this he should be bound: not by the laws of the game as construed by any individual. The laws of the game are set forth on the authority of the International Board who are the only authorities. All others are mere personal opinions. The International Board says: "A penalty kick can be awarded irrespectively of the position of the ball at the time the offence is committed." It does not need a very intelligent man to discover that "irrespective of the position of the ball" means "irrespective of the position of the ball." There is no limit to "irrespective of the position." If no limitation is set forth, the greatest genious that ever lived cannot prove that "irrespective of the position of the ball" means anything but what it says. Yet we are told in all seriousness that it does mean something else and that "irrespective of the position" means only within the field of play. Why did not the Board say so? But let me substantiate my contention that a referee can award a penalty kick when the ball is out of play from the laws themselves. I pass over law 17 which makes no suggestion that the ball must be in play. The last clause of law 13 reads, "The power of the referee extends to offences committed when play has been temporarily suspended and when the ball is out of play." Now the power of the referee is to award a penalty kick for certain offences committed within a specified area. Therefore law 13 clearly implies that power extends to the award of a penalty kick when the ball is out of play, as if it were actually stated in words. It means that and it cannot mean anything else. It is incumbent upon those who want the law to read otherwise to get it altered, but they have no more right to say that the sentence means "some of the powers of the referee extend etc." than I have to say that law 17 means that the referee can only award a penalty kick for some of the penalty offences.

The laws of the game are the commandments to the referee. It is his duty to carry them out, and when the end of law 13 is so clear and definite, and the decision of the International Board so distinct, if every individual authority in the world said he would not award a penalty kick if the ball were out of play, I should answer that he would fail in his duty and be guilty of refusal to obey the laws of the game. But some may reply: "Well, but what about the intention of the penalty kick law?" It was never intended that penalty kick should be awarded under such conditions. Again I am at issue with all who adduce such an argument. We have been told hundreds of times that the penalty kick was instituted to put down rough, dirty and ungentlemanly play. Whether an attacking side was likely to score has nothing to do with the case.

That being so, then it was clearly intended that the penalty kick should be the punishment for certain offences. "Ah," others say, "a referee can refrain from putting the penalty kick law into operation." I answer, "only when such a course would be apparently penalising the wrong side." Others say, "We are being repeatedly told that we must exercise common sense in our refereeing." Granted, and the most common sense refereeing I know is to carry out the laws of the game to the punishment of wrong-doers and to strive for the elimination of all unfair and disgraceful tactics. We want clean football and only the adequate punishment of improper methods will promote clean and pleasant football. I may be wrong, but, if I am, I affirm that the law is wrong. If the laws mean what they say and the International Board meant what they decided, then I am clearly and unmistakably right.

Mr. Poldorf, the great authority on football, takes a different view. I have heard him say that, if a player fouls badly within his own penalty area, the referee must award a penalty kick against the players' side, but he did not mention the position of the ball. He did not suggest the ball must be in the field of play. Just so. I agree with him.

Another question that the above discussion brings before us is—When is a ball dead?

To answer this question I must ask others. What is meant by a dead ball? Which law defines it? Is the ball ever dead during the course of a game? You may look through all the 17 laws, but you will find nothing about a dead ball. You may peruse the definition of terms and the decisions of the International Board, but you will find nothing about a dead ball. So that the phrase is merely an invention to set forth something in the mind of these who use it. Everything then depends on the meaning we apply to words. Let me ask one other question:—Is the game dead when the ball is dead? To some the phrases are synonymous, evidently, for they are trying to convince us that when the ball is dead the game is dead. Again I dissent. The ball may be dead, but the game is alive. If the time is running the game is in progress, though the ball be "out of play." If the ball is not playable until something which is required to be done by a player or a referee is done the ball is dead, but not the game.

If the ball goes out of play the ball is dead until thrown or kicked in, but the game is

in progress. The ball cannot be played until it is thrown or kicked in, but offences can be committed and must be punished.

If play is temporarily suspended for an injury to a player, the ball is dead until it is thrown down by the referee, but if before the ball reaches the ground one player trips another, the game was surely not dead, and the offender would be punished. I am told this is a new theory! It is not to me.

The wording of the laws of the game undoubtedly account for much misunderstanding, but I must command the wording of law 16 in that the words "temporary suspension of play" are used instead of "temporary suspension of the game." The same words should be used in the middle of law 13 as they are at the end of the law.

The game is not suspended but merely the play.

## PENALTY.

## CRICKET.

## HONGKONG CRICKET CLUB V. THE UNITED SERVICES.

The following players will represent the Club in the above match:—R. Hancock, H. Hancock, W. C. D. Turner, T. E. Pearce, R. O. Hutchinson, A. E. Laing, A. A. Claxton, E. W. Day, H. E. Makin, A. W. J. Peake, A. H. Young. Reserves:—Dr. J. M. Atkinson, C. E. Shields.

The match starts to-day at 2 p.m., and by the kindness of Major E. W. Evans and Officers of the 13th Rajputs, the Regimental Band will play a selection of music on the ground during the afternoon. The match will be continued on Saturday (Boxing Day) at 11 a.m. and during the afternoon, by the kindness of Major E. W. R. Clitty and Officers of the 105th Mahrattas, the Regimental Band will be in attendance.

The officers of the garrison will be at home to the officers of the United Services, the members of the Cricket Club and their friends on both days.

## CRAIGENGOWER V. PARSEE C. CLUB.

This match will be played on Boxing Day at 2.15 p.m. on the former Club's ground:—Craigengower's team will be composed of G. A. Hancock (Capt.), H. L. Manderson, M. E. Asper, L. A. Rose, A. Osman, P. Curry, R. Carvalho, A. Carvalho, A. P. Graves, R. Phillips and F. Drude. Parsees will be represented by J. D. Noria, (Captain), B. D. Tata, J. A. Chinch B. K. Mody; R. J. Daviwalla, S. B. Batliwalla, N. R. Shroff, R. Postonjee, A. Mowella, P. F. Vapiwalla, J. P. Heera. Reserves, B. K. Mehta, K. D. Guzad and M. F. Biliwalla.

## LEAGUE TABLE.

The following is the League Table up to date:—

Club	Played	Won	Lost	Drawn	Points	Per cent.
H.K. "B" ...	5	5	0	0	5	100
Civil Service ...	5	4	1	1	3	50
Telegraphs ...	5	3	1	1	2	50
Hongkong "A" ...	5	2	2	2	1	33.33
Craigengower ...	7	2	2	3	0	33.33
R. G. Artillery ...	4	1	2	1	1	33.33
Kowloon ...	5	1	4	0	3	50
Hongkong Police ...	5	1	4	0	3	50
Royal Engineers ...	6	1	5	0	4	80
N.R.—A Win counts 1 point.						
A Loss " 1 "						
A Draw " 0 "						

## LEAGUE FOOTBALL.

Only two league matches will be played this week-end, the Buffs, the R.G.A., the R.A.M.C. and the Naval Yard having a day off. The games will be between R. E. and Y.M.C.A. and B.O.C. v. Lusitano. The teams are:

Y. M. C. A.—Atkins; McCubbin; and Van Ginkel; Storrie, Wharton, and Hunter; Kelly and Wilson; Vivesad; Clements and Bishop. Lusitano—Silva; A. H. Hyndman; F. H. Hyndman; Soares, Roza, Britto; H. A. Hyndman; Baradas; Gordao; Azvedo; and Ribeiro. Boys' own Club—Feria; A. Albas and G. Albas; Cordona, H. G. White and J. Chew; J. E. Chunyan; Goldenberg; G. Vains; C. Soqueira; C. Remedios. At Causeway Bay.

## NORTH GERMAN LLOYD.

## COALING STATION IN SIAM TO BE GIVEN UP.

About two years ago or more, the North German Lloyd Steamship Company established a coaling station, for supply of coal, to the company's vessels, at Koh-i-Chang.

Two hulks were provided and anchored for the purpose at Koh-i-Chang. The coaling station took this form for two reasons: one was for facilitating the coaling of steamer which could go alongside the hulks to coal, and another reason was that two anchorages have to be used by ships coaling or loading outside, according to the change of the monsoon. One anchorage was at Koh-i-Chang, and the other at Anghin. These hulks could be towed and anchored at either station according as the necessity arose.

It was estimated at the time the station was established that a saving could be effected by the company by reason of the fact that German vessels could load in Bangkok 200 tons of cargo more and be able to cross the bar when ships entered the river with bunkers provided with sufficient coal only to take a ship as far as an outer anchorage. These vessels had in any case to complete cargoes at one of these outer anchorages and they could at the same time take in coal sufficient for completion of the voyage.

This arrangement has, it appears, not produced the success anticipated, and the Siam Observer understands that the Company have now decided to give up the coal hulks from the beginning of the next year and return to the former methods of taking sufficient coal at Singapore or Hongkong, for the voyage backwards and forwards.

## LATEST STEAMER MOVEMENTS.

The H.A. Linie str. Scandia left Shanghai on 23rd inst. p.m., and may be expected here on 27th inst. a.m.

The C.P.R. str. Empress of India arrived Nagasaki at 7 p.m. on Wednesday the 23rd inst., and left again at 3 a.m. Thursday for Kobe, where she is due to arrive at 8 a.m. to-day.

The H.A. Linie str. Empress of India arrived Nagasaki at 7 p.m. on Wednesday the 23rd inst., and left again at 3 a.m. Thursday for Kobe, where she is due to arrive at 8 a.m. to-day.

## PARIS LETTER.

[WRITTEN FOR THE "HONGKONG DAILY PRESS."]

Nov. 20.

## THE FEAST OF ST. CATHERINE.

Next Wednesday will be "La Fete de Sainte-Catherine," which never fails to be celebrated in most joyous fashion throughout France. St. Catherine, as no doubt, everyone knows, is the patron saint of old maids, and, according to popular belief, every girl in France who attains her twenty-fifth year without being married, must renounce for ever all hope of finding a husband—fortunately that is only an older-time saying, and does not always turn out true. In any case, that being so, according to the quaint legend, the unhappy girls are decorated on the 25th of every November with the *bonnet de Sainte-Catherine*. The tradition has its origin in an old French custom. In former times it was the habit in several French provinces for a young girl who was about to be married to confide the arrangement of her nuptial coiffure on her wedding day to several of her most intimate friends. The girl who inserted the first pin was sure to be married promptly to the man of her choice. But it would have been difficult to put a pin in the bonnet of St. Catherine, for all the saints who bear this name have remained single. Hence the expression, "coiffe St. Catherine." It is used ironically to describe the girls who cannot and never will find a husband.

have succeeded in life and have achieved fame are by no means the best qualified to point the way. "It seems to me sometimes," observes *La Grande Tragédie*, "that the successful ones are those who never think about success, but simply work. They love Art, and they tell. They make no speeches, never seek to impress others with the certainty of their own success; never is it bother to them about others or the opinion of others at any time. They work patiently, they work year after year; their work improves little by little; and they awake some day to hear a loud outcry along the Boulevards, see long articles about themselves in the papers, and are surprised to find themselves famous. And they, the true ones, the great ones, are always more astonished at this than anyone else. Their friends have seen it long before, but the coming success has been too busy with his work, too modest, thinking over the difficult, which he cannot yet vanquish, to consider at all about the social goal." So much for Mme. Sarah Bernhardt's brief definition of success as she herself understands it. Passing to the question how she became famous "La Divine Sarah" says: "As a girl I never wanted to be an actress; as a pupil of the Comédie-Française I began to continue—at least, not till long after I began. Of the wild, extravagant dreams of success upon the stage, I knew nothing. I never dreamed at all. I had no time. I simply worked because I had to work."

## FRENCH SUFFRAGETTES.

The Sénat has passed an amending Act which will be highly gratifying to the champions of the feminist movement. For the future women in France will be eligible for election to the Conseil des Prud'hommes, the tribunals on which workmen and employers sit in equal proportions, and which intervene in cases arising out of industrial disputes.

## THE DEPOPULATION QUESTION.

M. Messigny has just written a very able and interesting article discussing the depopulation of France, from the military point of view. The deputy for the Seine Department—of which Paris is the capital—calculates that at the present rate of decrease, his country will, in the course of the next fifteen years, lose 37 or 38 regiments by the diminution of the male population available for service. Approaching the grave problem in a less serious spirit an evening paper in Paris has started a correspondence as to whether women claiming the vote are willing to perform the duties of citizenship by joining the army! The leaders of the comparatively young feminist movement here in their replies for the most part treat the subject facetiously. Some say they have no objection, provided the uniform is sufficiently attractive, but one points

the real moral by declaring that she has already given sons to the country.

## PARIS HOOLIGANS.

That sooner or later some league against the hooligans of this City would be formed was to be expected. The Apaches are not to have things all their own way during the coming winter in Paris. A league for the protection of honest citizens against the army of hooligans who infest the capital and its suburbs has been formed, and its organisation includes the publication of a newspaper entitled "Défendons Nous" (Let us defend ourselves), of which the first number appeared a few days ago. Explaining its *raison d'être* and the necessity for private combination, it states that under the present administration of the law penal severity simply means for the most desperate criminals a comfortable new start in life as colonists, while the inadequate sentences passed and the virtual abrogation of the death penalty encourage every form of crime and vice, and make measures of self-defence on the part of law-abiding citizens imperative.

## A NEW COMESTER.

The demand for camels or camel in Paris is increasing rapidly. Game dealers anticipate a brisk trade in this new comestier—a dish which has come to stay. The choicest portions of the camel sell at 4 francs a pound—only the wealthy classes can afford it as yet. The price of camel's meat is also expected to become much more moderate; then will be the time when humbler mortals will have an opportunity of passing their opinion on the new delicacy.

## THE MID DAY GUN.

Paris has now its time-gun, fired at midday from the Eiffel Tower. But the account of how the operation is performed, as given in the French papers, reads a little old-fashioned. M. Billon, the artillerist, we are told, watches through a telescope the clocks either at the Gare St. Lazare or the Observatory, and on the stroke of the hour applies a match to the antiquated cannon! which gives the mid-day signal to the City. Beyond making a noise—of which the French have always been fond—the idea is of very little consequence otherwise, at least, to practical business men.

## THE COMEDIE FRANCAISE.

The "Gill Blas" announces that M. Jean Richelieu will replace M. Jules Claretie as manager of the Comédie-Française. His nomination is not yet official, as M. Claretie still remains at his post, but it is practically certain to be true.

## THE BRITISH WORKMAN.

Mr. Edison's verdict upon the British workman of the unskilled variety is unpleasant and uncompromising. English labour of this type he pronounces inferior even to that of the South European races—indeed it is "the worst I have handled." Discussing the matter with a *Times* correspondent, he says: "You have lost so many of your industries that you have apparently an army of people who either won't work or can't work." Mr. Edison is no believer, apparently, in the Free Trade dogma that the destruction of an industry does not matter, since another will arise automatically to fill its place. This is one of the most damaging consequences of Free Trade—that we are sinking to a lower industrial plane, upon which we have to produce raw material for the finishing processes of other countries. A great deal of fuss is made of the necessity of teaching men a trade to save them from unemployment: it seems a remarkably futile project if we cannot find sufficient work for those who have "a trade to their hands"—*Pall Mall Gazette*.

## THE FIRE IN THE SINGAPORE HARBOUR.

## BOOMED VESSEL SAVED BY SCUTTLING.

Eighty-eight thousand cases of kerosene oil and 5,000 drums of benzine were on board of the oil steamer *Kalamo* when she caught fire in the danger zone of the harbour anchorage at Singapore shortly before 6 p.m. on the 16th inst.

*Kalamo* was seen rising from the bunker hatch, and a hasty investigation was at once made by the officers aboard, who, finding that the fire was likely to get beyond control, effected communication with Blakat Mati, from whence a telephone message was sent to the Master Attendant's office and to the Fire Brigade at Tanjong Pagar Dock. The powerful fire float *Varuna* steamed away to the burning ship, then wall alight, and poured thousands of tons of water into the blazing hatchways, but this seemed to have little effect, as the fire continued to spread, the long tongue of flames rising high in the air and lighting up the palm-fringed beach of Pasir Panjang.

Lieutenant B. A. Cator, R.N., the Acting Master Attendant, Captain E. Edwards, the Senior Boarding and Emigration Officer, and Mr. A. H. Chalmers, Boarding Officer, Marine Department, were soon afloat by the side of the vessel, and when it was seen that the fire was beyond the control of the firemen there was nothing to do but to scuttle the ship. The Captain and European officers were accordingly taken on board of the launch *Mala Mala*, while the crew were accommodated on the *Varuna*. Meanwhile, the seafarers in the engine room were opened, and water at once burst into the ship, which commenced to settle down gradually and eventually found bottom in six and half fathoms. Every precaution was taken to ensure that nobody was missing,





## SHIPPING

## ARRIVALS

ASSAYE, British str., 4,353, C. L. Daniel, 24th Dec.—Bombay via Ports 9th Dec., Mails and General—P. & O. S. N. Co.  
CHOWTAO, German str., 1,755, H. Becker, 24th Dec.—Swatow 23rd Dec., Rice—N.D.L.  
GERMANIA, German str., 1,771, C. Jurgenson, 23rd Dec.—Japan 18th December, Coal—Johens & Co.  
HAILAN, French str., 377, O. A. Hoëg, 24th December—Hoïhoi 22nd Dec., General—A. R. Marti.  
HANGSAO, British str., 1,356, Spencer Wilds, 24th Dec.—Shanghai 19th and Swatow 23rd Dec., General—Jardine, Matheson & Co.  
MINNESOTA, American str., 13,523, Chas. Austin, 24th Dec.—Seattle via Ports 24th Nov.—Great Northern Steamship Co.  
RAGNA, Norwegian str., 1,220, A. Augenzen, 24th Dec.—Wakamatsu 18th Dec., Coal—Augard, Thoresen & Co.  
SANUKI MARU, Jap. str., 6,111, K. Honma, 24th Dec.—Singapore 18th Dec., General—Nippon Yusen Kaisha.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
24th December  
Chingting, German str., for Swatow.  
Daya Maru, Jap. str., for Wakamatsu.  
Devicoya, German str., for Swatow.  
E. F. Ferdinand, Austrian str., for Singapore.  
Griffon, British str., for Newcastle.  
Huron, French str., for Hoïhoi.  
Huiyuan, British str., for Swatow.  
Hongkong, French str., for Haiphong.  
Hsin Chi, Chinese str., for Shanghai.  
Kwei Lin, British str., for Swatow.  
Laisong, British str., for Singapore.  
Penang, German str., for Swatow.  
Sanuki Maru, Jap. str., for Singapore.  
Tokio Maru, Jap. str., for Moji.

## DEPARTURES.

24th December  
CARNARVONSHIRE, British str., for Nagasaki.  
C. DIEDERICHSSEN, German str., for Hoïhoi.  
GERMANIA, German str., for Canton.  
HANYANG, British str., for Swatow.  
HONGKONG, British str., for Amoy.  
KUCHING, German str., for Swatow.  
KUANGMING, British str., for Shanghai.  
NED, British str., for Singapore.  
QUANTA, German str., for Batavia.  
SHIMETORO MARU, Jap. str., for Takao.  
SOFOND, Norwegian str., for Penang.  
TUNKIANG, British str., for Cobu.  
TELEMACHUS, British str., for Saigon.  
TUNGSHING, British str., for Shanghai.  
YINGCHOW, British str., for Shanghai.

## SHIPPING REPORTS.

The Norwegian str. *Ragnar* reports: Variable winds with fine weather to Oecksen from there to port fresh monsoon.

## VESSELS IN DOCK.

December 24th  
ABERDEEN DOCK.—*Thracian*,  
KOWLOON DOCK.—H.M.S. *Virago*, *Prinz Waldemar*, *Chengkang*, *Tippuan*, *Triumph*, *Cosmopolitan* DOCK.—*Denev*.

## VESSELS PASSED ANJER.

Dec. 1, Norwegian, *Phyllis*, Gabrielsson, from Port Louis for Anjero of Samarang.  
Dec. 1, British str. *Priam*, Jurvis, Dec. 1, from Batavia for Amsterdarn.  
Dec. 3, Dutch str. *Banda*, Fenenga, Oct. 17, from Hamburg for Batavia.  
Dec. 3, German str. *Osnabrück*, Prohn, Dec. 2, from Tjilatjap for Batavia.  
Dec. 3, Dutch str. *Iron*, de Baer, Dec. 3, from Batavia for Amsterdarn.  
Dec. 4, British str. *Olterburn*, from Auckland for Singapore.  
Dec. 7, British str. *Auchendron*, from West.  
Dec. 9, British barque, *Eclips*, White, from Whampoa for Boston.  
Dec. 12, Dutch str. *Ophir*, Sharp, Nov. 7, from Rotterdam for Batavia.  
Dec. 14, British str. *Islander*, Wright, Dec. 12, from Singapore for Christmas Island.

## VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR  
FIUME AND TRIESTE (DIRECT),  
Calling at SINGAPORE, PENANG,  
COLOMBO, BOMBAY, KARACHI,  
ADEEN, SUEZ AND PORT SAID.  
(Taking Cargo at through rates to the BRAZILS  
to PERSIAN GULF, BLACK SEA, LEVANT, VENICE and ADRIATIC  
SEAS).

THE Company's Steamship

"E. FRANZ FERDINAND,"  
Captain Nitsche, will be despatched as above  
TO-MORROW, 26th Dec., at Daylight.

This Steamer has capital accommodation for  
passengers, electric light and carries a doctor.

For information as to Passage and Freight,  
apply to

SANDER, WIELER & Co.,  
Agents.

Princes Buildings.

Hongkong, 23rd December, 1908. [3]

EASTEEN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE,"  
Captain Helms, will be despatched as above  
on THURSDAY, the 7th Jan., at NOON, 1909.

This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Chamber  
which ensures the supply of Fresh Provisions, &c., throughout the voyage.

This Steamer is installed throughout with  
the Electric Light.

A Stewardess and a duly qualified Surgeon  
are carried.

N.B.—To assure the additional comfort of  
passengers the Steamers of the Company have  
electric fans fitted in staterooms.

For Passage, apply to

GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 21st December, 1908. [1681]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Five Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "a" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	SICILIA	Brit. str.	—	C. W. Watkins, R.N.	P. & O. S. N. Co.	On 30th inst.
LONDON & PORTS OF CALL, &c.	DELTA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP.	GENEVA	Brit. str.	—	Haughton	McGREGOR BROS. & GOW	On 6th Jan.
LONDON, ANTWERP & HAMBURG	CAENAVONSHIRE	Brit. str.	—	SHEWAN, TOMES & CO.	HAMBURG-AMERIKA LINIE	End of January.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	DEN OF OGL	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINIE	On 5th Jan.
HANSE & HAMBURG VIA STRAITS, &c.	SCANDIA	Ger. str.	k. w.	v. Döhrn	HAMBURG-AMERIKA LINIE	On 27th inst.
HANSE & HAMBURG VIA STRAITS, &c.	ISABELA	Ger. str.	k. w.	Lanning	HAMBURG-AMERIKA LINIE	On 11th Jan.
HANSE & HAMBURG VIA STRAITS, &c.	BARCELONA	Ger. str.	k. w.	Port. 1 <sup>st</sup> ns	HAMBURG-AMERIKA LINIE	On 25th Jan.
HANSE & HAMBURG VIA STRAITS, &c.	C. F. FEED, LABEZ	Ger. str.	k. w.	Wagner	HAMBURG-AMERIKA LINIE	On 28th Jan.
HANSE & HAMBURG VIA STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Peter	HAMBURG-AMERIKA LINIE	On 22nd Feb.
HANSE & HAMBURG VIA STRAITS, &c.	ANDALUSIA	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINIE	On 27th Feb.
MARSEILLES, HAVRE & COPENHAGEN	SIAM	Dan. str.	—	—	MELCHERS & CO.	Beginning of January.
MARSEILLES, & C. VIA PORTS OF CALL, &c.	ERNEST SIMONS	Fr. str.	—	MESSAGERIES MARITIMES	P. & O. S. N. Co.	On 6th Jan., at 1 P.M.
MARSEILLES & LONDON VIA BOMBAY	MACEDONIA	Brit. str.	—	—	—	On 20th March.
MARSEILLES, LONDON & ANTWERP, &c.	GENOVA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 30th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SADO MARU	Jap. str.	—	H. Frazer	NIPPON YUSEN KAISHA	On 8th Jan., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BINGO MARU	Jap. str.	—	Gao, Anderson	NIPPON YUSEN KAISHA	On 20th Jan., at D'light
MARES, GENOA, ALGIERS, GIBRALTAR, &c.	BUELOW	Ger. str.	—	A. Christensen	NIPPON YUSEN KAISHA	On 30th inst., at Noon.
MARES, GENOA, ALGIERS, GIBRALTAR, &c.	PRINZESS ALICE	Ger. str.	—	H. Formes	MELCHERS & CO.	On 10th March.
MARES, GENOA, ALGIERS, GIBRALTAR, &c.	F. F. FERDINAND	Ger. str.	—	G. Rott	SANDER, WIELER & CO.	To-morrow, at Daylight
MARES, GENOA, ALGIERS, GIBRALTAR, &c.	SIEKE	Ger. str.	—	Nitsche	DODWELL & CO. LTD.	On 29th inst.
INDRAWADI	—	—	2 m.	Williams	JARDINE, MATTHESON & CO. LTD.	On 6th Jan.
MUNCASTER CASTLE	—	—	1 m.	—	DODWELL & CO. LTD.	On 19th Jan.
EMPERESS OF JAPAN	—	—	—	—	CANADIAN PACIFIC R. CO.	On 16th Jan., at 7 A.M.
MONTEAGLE	—	—	—	—	CANADIAN PACIFIC R. CO.	On 2nd March, at Noon.
TANIO MARU	—	—	—	K. Kawara	NIPPON YUSEN KAISHA	On 5th Jan., at Noon.
TAKEI MARU	—	—	—	J. Boyd	—	On 14th Jan.
TAKEI MARU	—	—	—	Wm. Thompson	—	On 19th Jan., at Noon.
TAKEI MARU	—	—	—	G. W. Eddy	—	On 29th Jan., at 4 P.M.
TAKEI MARU	—	—	—	F. Iske	BUTTERFIELD & SWINE	On 31st inst., at 5 P.M.
TAKEI MARU	—	—	—	P. T. Heims	MELCHERS & CO.	On 7th Jan., at Noon.
TAKEI MARU	—	—	—	N. Matheson	GIBB, LIVINGSTON & CO.	On 22nd Jan., at Noon.
TAKEI MARU	—	—	—	T. Seike	NIPPON YUSEN KAISHA	On 13th Jan., at Noon.
TAKEI MARU	—	—	—	K. Homma	NIPPON YUSEN KAISHA	On 19th Jan., at 4 P.M.
TAKEI MARU	—	—	—	T. Yamawaki	NIPPON YUSEN KAISHA	On 4th Jan.
TAKEI MARU	—	—	—	H. Koops	—	Quick despatch.
TAKEI MARU	—	—	—	C. L. Daniel	P. & O. S. N. CO.	About 25th inst.
TAKEI MARU	—	—	—	—	DAVID SASSOON & CO., LTD.	To-morrow, at 4 P.M.
TAKEI MARU	—	—	—	—	JARDINE, MATTHESON & CO., LTD.	On 28th inst., at 4 P.M.
TAKEI MARU	—	—	—	—	JARDINE, MATTHESON & CO., LTD.	On 29th inst., at 4 P.M.
TAKEI MARU	—	—	—	—	BUTTERFIELD & SWINE	On 31st inst., at 4 P.M.
TAKEI MARU	—	—	—	—	MELCHERS & CO.	On 13th Jan., at Noon.
TAKEI MARU	—	—	—	—	OSAKA SHOSEN KAISHA	On 17th Jan., at Noon.
TAKEI MARU	—	—	—	—	—	Quick despatch.
TAKEI MARU	—	—	—	S. Alami	OSAKA SHOSEN KAISHA	On 29th inst., at D'light
TAKEI MARU	—	—	—	Hodgins	—	On 29th inst., at 8 A.M.
TAKEI MARU	—	—	—	J. S. Rosch	—	To-day at Noon.
TAKEI MARU	—	—	—	R. W. Almond	—	On 29th inst., at Noon.
TAKEI MARU	—	—	—	S. W. Outerbridge	—	—
TAKEI MARU	—	—	—	S. J. Payne	—	—
TAKEI MARU	—	—	—	R. Rodger	—	—
TAKEI MARU	—	—	—	A. Somerville	—	—
TAKEI MARU	—	—	—	P. H. Rolfe	—	—
TAKEI MARU	—	—	—	F. Semill	—	—
TAKEI MARU	—	—	—	A. Mecker	NIPPON YUSEN KAISHA	On 29th inst., at Noon.
TAKEI MARU	—	—	—	E. J. Tadd	JARDINE, MATTHESON & CO., LTD.	On 29th inst., at Noon.
TAKEI MARU	—	—	—	Pander	JAVA-CHINA-JAPAN LIJN	Quick despatch.
TAKEI MARU	—	—	—	I. Sakurai	OSAKA SHOSEN KAISHA	On 29th inst., at 8 A.M.
TAKEI MARU	—	—	—	—	—	To-day at Noon.
TAKEI MARU	—	—	—	—	—	On 29th inst., at Noon.
TAKEI MAR						

**PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ASSAYE	About 25th Dec.	Freight and Passage.
LONDON VIA USUAL PORTS	DELTA	Noon, 26th Dec.	See Special Advertisement.
LONDON AND ANTWERP	SICILIA	On 30th Dec.	Freight and Passage.
TA SINGAPORE PENANG COLOMBO PORT	SICILIA	On 30th Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	NYANZA	About 2nd Jan.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent

Hongkong, 23rd December, 1908.

**CHINA NAVIGATION CO.,  
LIMITED.**

**SAILINGS SUBJECT TO ALTERATION.**

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	On 29th Dec., 3 P.M.
SHANGHAI	"SHAOHSING"	On 29th Dec., 4 P.M.
MANILA	"TAMING"	On 5th Jan., 3 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, TIMBER ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, NEW ZEALAND, ADELAIDE, FREMANTLE AND PERTH	"CHANGSHA"	On 29th Jan., 4 P.M.
MANILA STEAMERS & TIENSIN STEAMERS	have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.	
AUSTRALIAN STEAMERS	have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.	
SHANGHAI STEAMERS	have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and North China Ports.	
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.		
For Freight or Passage apply to—	BUTTERFIELD & SWIRE, AGENTS	11
Hongkong, 25th December, 1908.		

**OSAKA SHOSEN KAISHA**

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG SOUTH CHINA COAST PORTS AND FORMOSA.

**PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.**

FOR	LEAVING
ANPING & TAKAO	"SHIBETORO MARU" SUNDAY, 27th Dec., at Daylight.
* TAMSUI VIA SWATOW	"DAIJIN MARU" TUESDAY, 29th Dec., at 6 A.M.
& AMOY.	"CHOSHUN MARU" THURSDAY, 31st Dec., at 6 A.M.
* SHANGHAI VIA SWATOW	"AMOY & FOOCHOW" CAPT. T. SUREGA at 6 A.M.
These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins. Amidships.	
Arrival Table.	
Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.	
For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Building.	
Hongkong, 25th December, 1908.	
T. ARIMA, Manager	

**DOUGLAS STEAMSHIP CO.  
LIMITED.**

**HONGKONG-SOUTH CHINA COAST PORTS.**

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS, ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIYANG"	SWATOW, AMOY & FOOCHOW	(FRIDAY, 25th Dec., at Noon.)
"HAITAN"	SWATOW, AMOY & FOOCHOW	(TUESDAY, 29th Dec., at Noon.)

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to— DOUGLAS, LAPRAIK &amp; CO., GENERAL MANAGERS.

Hongkong, 24th December, 1908.

1579

**INDO-CHINA S. NAV. CO., LTD.**

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI, TIENTSINGTAU	"FOOSHING"	Monday, 28th Dec., 4 P.M.
SHANGHAI, CHENGSHING	"CHEONGSHING"	Monday, 29th Dec., Noon.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 29th Dec., Noon.
SHANGHAI	"HANGSANG"	Tuesday, 29th Dec., 4 P.M.
MANILA	"LOONGSANG"	Thursday, 31st Dec., 4 P.M.
MANILA, YOKOHAMA, KOBE & MOJI	"YUENSANG"	Friday, 8th Jan., 4 P.M. '09.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"FOOKSANG"	Monday, 11th Jan., Noon '09.

FOR THE MANILA CARNIVAL.

FEBRUARY 2ND TO 9TH, 1909.

A Special Reduced Fare of \$50 for Return Passengers will be issued for our Sailings to Manila of the 29th January, and 5th February, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin &amp; Newchwang.

Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON &amp; CO., LTD., GENERAL MANAGERS.

Hongkong, 25th December, 1908.

**HAMBURG-AMERIKA LINIE  
HAMBURG.**

**EAST ASIATIC FREIGHT SERVICE.**

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

**NEXT SAILINGS FROM HONGKONG:**

**HOMeward.**

FOR HAVRE &amp; HAMBURG: S.S. SCANDIA 27th Dec.

FOR ROTTERDAM &amp; HAMBURG: S.S. DEN OF OGLIS 5th Jan. '09

FOR HAVRE &amp; HAMBURG: S.S. ISTRIA 11th Jan. '09

FOR HAVRE &amp; HAMBURG: S.S. ANDALUSIA 25th Jan. '09

FOR HAVRE &amp; HAMBURG: S.S. SLAVONIA 23rd Feb. '09

FOR HAVRE &amp; HAMBURG: S.S. SPEZIA 22nd Feb. '09

FOR HAVRE &amp; HAMBURG: S.S. ANDALUSIA 27th Feb. '09

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 21st December, 1908.

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**HONGKONG-MANILA.**

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

**CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.**

STEAMSHIP

TONS

CAPTAIN

FOR

SAILING DATE

RUBI 2540 R. W. Almond Manila On 26th Dec., Noon.

ZAFIRO 2540 R. Rodger Manila On 2nd Jan., Noon, '09

For Freight or Passage apply to

SHEWAN, TOMES &amp; CO., GENERAL MANAGERS.

Hongkong, 14th December, 1908.

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**NIPPON YUSEN KAISHA.**

**EXTRA SAILING EUROPEAN LINE.**

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO AND PORT SAID.

THE Co.'s Newly Built Passenger Steamer

**"HIRANO MARU."**

(Sister ship to the well-known "KAMO MARU," tons 9,000 gross reg. Captain H. Fraser, will be despatched as above on WEDNESDAY, the 30th DECEMBER, of Daylight.

Every known comfort provided on board for travellers: First-class staterooms amidships comprising ordinary Two-Berth Cabins, Single-Berth Cabins and Full Suite. Elegant Drawing Room, Social Hall and Smoking Room. Electric Light and Electric Fans throughout. Barber Saloon, Dark Room and Laundry. Doctor and Stewardess. Unexcelled service.

Cheapest passage rates to Europe and around-the-world.

For further particulars apply to—

NIPPON YUSEN KAISHA, Hongkong, 24th November, 1908. [1599]

**NIPPON YUSEN KAISHA.**

**(THE JAPAN MAIL STEAMSHIP CO.)**

**PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.**

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, COLOMBO, and PORT SAID	SADO MARU	6227	WEDDAY, 6th Jan., '09 at Daylight.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOAIKI, and YOKOHAMA	BINGO MARU	6247	WEDDAY, 20th Jan., '09 at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SHINANO MARU	6388	TUESDAY, 5th Jan., 09 at Noon.
KOBE and YOKOHAMA	SANTAGO MARU	7463	TUESDAY, 19th Jan., 09 at Noon.
BOMBAY via SINGAPORE and COLOMBO	KUMANO MARU	5076	FRIDAY, 22nd Jan., '09 at Noon.
KOBE	YAWATA MARU	3817	FRIDAY, 19th Feb., '09 at Noon.
	SANUKI MARU	6112	FRIDAY, 26th Dec., at 4 P.M.
	TAKASAKI MARU	4370	WEDDAY, 30th December.
	WAKAMIYA MARU	4421	MONDAY, 4th January.

\* Omitting Yokohai.

† Fitted with Marconi's System of Wireless Telegraphy.

† Cargo only.

Through Passengers' Tickets issued to the Principal Cities in the United States, Canada and Australia, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of traveling by Rail.

For further information as to Freight, Passage, Sailing, &amp;c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, MANAGER.

Hongkong, 25th December, 1908. [356]

**PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.**

DESTINATIONS STEAMERS DATE OF SAILING

MARSEILLES, HAVRE and SIAM Beginning of Jan., '09

COPENHAGEN, YOKOHAMA and KOBE YEDDO Middle of Jan., '09

## POST OFFICE NOTICE

## CHRISTMAS AND NEW YEAR'S HOLIDAYS

The Post Office will be open to-day, from 7 a.m. to 9 a.m. and to-morrow (Boxing Day) the office will be open from 7 a.m. to noon for the despatch of the English mail. On Friday (New Year's Day) the office will be open from 7 a.m. to 9 a.m. On Saturday the 2nd January the office will be open from 7 a.m. to noon for despatching the American mail.

There will be one delivery of letters and one collection as on Sundays.

The money order office will be entirely closed.

Approximate times of closing mails at Shanghai via Dalmatia and Siberia.

25th December ... at 10.00 a.m.  
31st December ... at 8.30 p.m.  
8th January ... at 10.00 a.m.

FOR P.M.

DATE

TIME

12th December ...

Friday

9.00 A.M.

18th December ...

Friday

9.00 A.M.

25th December ...

Friday

9.00 A.M.

1st January ...

Saturday

9.00 A.M.

8th January ...

Saturday

9.00 A.M.

15th January ...

Saturday

9.00 A.M.

22nd January ...

Saturday

9.00 A.M.

29th January ...

Saturday

9.00 A.M.

5th February ...

Saturday

9.00 A.M.

12th February ...

Saturday

9.00 A.M.

19th February ...

Saturday

9.00 A.M.

26th February ...

Saturday

9.00 A.M.

2nd March ...

Saturday

9.00 A.M.

9th March ...

Saturday

9.00 A.M.

16th March ...

Saturday

9.00 A.M.

23rd March ...

Saturday

9.00 A.M.

30th March ...

Saturday

9.00 A.M.

6th April ...

Saturday

9.00 A.M.

13th April ...

Saturday

9.00 A.M.

20th April ...

Saturday

9.00 A.M.

27th April ...

Saturday

9.00 A.M.

4th May ...

Saturday

9.00 A.M.

11th May ...

Saturday

9.00 A.M.

18th May ...

Saturday

9.00 A.M.

25th May ...

Saturday

9.00 A.M.

1st June ...

Saturday

9.00 A.M.

8th June ...

Saturday

9.00 A.M.

15th June ...

Saturday

9.00 A.M.

22nd June ...

Saturday

9.00 A.M.

29th June ...

Saturday

9.00 A.M.

6th July ...

Saturday

9.00 A.M.

13th July ...

Saturday

9.00 A.M.

20th July ...

Saturday

9.00 A.M.

27th July ...

Saturday

9.00 A.M.

3rd August ...

Saturday

9.00 A.M.

10th August ...

Saturday

9.00 A.M.

17th August ...

Saturday

9.00 A.M.

24th August ...

Saturday

9.00 A.M.

31st August ...

Saturday

9.00 A.M.

7th September ...

Saturday

9.00 A.M.

14th September ...

Saturday

9.00 A.M.

21st September ...

Saturday

9.00 A.M.

28th September ...

Saturday

9.00 A.M.

5th October ...

Saturday

9.00 A.M.

12th October ...

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19th October ...

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26th October ...

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2nd November ...

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28th December ...

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4th January ...

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11th January ...

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18th January ...

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25th January ...

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9.00 A.M.

1st February ...

Saturday

9.00 A.M.

8th February ...

Saturday

9.00 A.M.

15th February ...

Saturday

9.00 A.M.

22nd February ...

Saturday

# LEA and PERRINS' SAUCE

Assists digestion and gives a  
delightful piquancy and flavour  
to all

MEAT DISHES, SOUPS, FISH, CHEESE,  
CURRIES, GAME, POULTRY & SALADS.



The  
Original & Genuine  
Worcestershire.

By Royal Warrant  
H.M. THE KING.

## PREMIUM BONDS

We are the largest Dealers in the world in these attractive securities.

### WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable by personal drawings, either with Cash Premiums varying from £40 to £40,000, or, at the very least, at their full nominal value.

EASY PAYMENTS.  
We sell these Bonds singly or in combinations of the most advantageous sizes, payable by convenient Monthly Instalments ranging from £5s. to £20.

Write for Handbook, sent post free.

EDMUND GILLY & CO., Bankers, 2, Rue de la Paix, PARIS (France).



## BOVRIL

should be in every home as well as in every hospital.

When you are worried and cannot eat well nor sleep well, you will find a great help in BOVRIL.

BEWARE OF CHEAP IMITATIONS.

By Royal Warrant to His Majesty the King.

## SAINT-RAPHAEL

### TONIC, RESTORATIVE, DIGESTIVE WINE Very palatable.

Known throughout the world and prescribed in all cases of Anæmia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DRINK ONE GLASS AFTER THE TWO PRINCIPAL MEALS.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

THE WARRANTY STAMP OF THE UNION DES FABRICANTS.

(A METAL SEAL ADVERTISING SAINT-RAPHAEL).

OLETEAS is a MELISSA and MINT cordial which surpasses all others by its

DRY AND BALSAMIC FLAVOUR. To be taken on a lump of sugar.

CONFERENCES ON THE SAINT-RAPHAEL. Valence (Drôme-France).

AGENTS.—CALBECK, MACGREGOR & CO., HONGKONG.

### THE ORIGIN OF OPIUM.

Sir Ray Lankester writes in the *Daily Telegraph*: That opium is the original home of the opium-poppy, and not Asia, is even more contradictory of our settled traditions and belief than the fact that Europeans gave tobacco to the East. Yet it is the fact that opium, like tobacco, came to the Far East from Europe. The opium-poppy does not grow wild in Asia; it is a cultivated variety of a Mediterranean poppy, the *Papaver setigerum*, which has a pale purple flower, and was conveyed, long ago, by man from the Levant to Asia. We have true poppies of four species which grow wild in England, all with splendid scarlet or crimson petals, easily distinguished from one another by the shape of the seed-boxes, or capsules, which they form. If you scratch the surface of the seed-capsule of one of these poppies a milky juice appears. It is this which is collected from the capsules of the much larger opium-poppy in India and China, and when dried forms a hard brown cake, which is called "opium." It consists of resinous matter, in which is contained a small quantity of the invaluable narcotic called "morphia," and also small quantities of other powerful poisons.

#### THE WILD POPPY.

The pale-purple poppy of the Mediterranean (*Papaver setigerum*) was cultivated hundreds— even thousands—of years ago, in the South of Europe and on the Mediterranean shores of Africa—not for opium, but for the oil which can be expressed from the seed, "poppy-seed oil." The oil is free from narcotic properties. The purple poppy is still cultivated for that oil in France, and poppy-seed oil is an article of commerce used as food, both in the pure state and for adulterating other oils. The earliest cultivation of this poppy is even as remote in Europe as 7,000 years, for we find that the Swiss lake-dwellers of the Stone Age cultivated it, and that the variety they obtained was nearer to the wild *Papaver setigerum* than to the modern opium-poppy, *Papaver somniferum*. How and when it first was recognized that the narcotic substance "opium" could be prepared from the juice exuding from the cut capsule is not exactly known, but it is probable that it was not until the early Middle Ages that the poppy was cultivated for the habitual use of opium as a narcotic indulgence, and that its earlier cultivation was, to some extent, the case at the present day, for the sake of the oil contained in the seed, its use in medicine requiring but very small supply. The ancient Greeks were well acquainted with the cultivated poppy. Homer mentions it, and a much later period Theophrastus and Dioscorides do so. They call it "mekon," and were aware of the somniferous properties of the poppy. Dioscorides, whose wonderful book on plants dates from the first century of our era, speaks of the drug derived from the seed by the name "opos," and it is from that word that the name "opium" has come. The Romans cultivated the poppy before the Roman and mixed its seeds with their flour in making bread. The story of King Tarquin taking the governor of a rebellious province into a poppy-field, lopping off the heads of the taller poppies with his sickle, and then turning to his victim without a word, but with a look which said, "That is the way to govern" is evidence of the very early cultivation of the poppy by the Romans. Hebrew writings do not mention the opium poppy, though it seems to be certain that it has been cultivated in Asia Minor for at least 3,000 years. There is no evidence that the plant was cultivated in more ancient time in Egypt, although in Pliny's time the Egyptians used the juice of the poppy medicinally. In the Middle Ages it was, and in our own day it is, one of the chief objects of cultivation in that country, especially for manufacture of opium.

#### THE CULTIVATED POPPY.

The cultivated variety *P. somniferum* of the present day differs from the wild *P. setigerum* in having the seed-capsule surmounted by ten or twelve stigmas, (the free ends of the leaves which are united to form the capsule), instead of by eight as in the wild form. It seems that the introduction of the poppy from the shores of the Mediterranean into Persia, India, and China is due to Arab traders, and is coincident with the rise of Mahomedanism, and it is probable that it was valued and cultivated from that time onwards, not so much for the sake of its seed and oil, as for the narcotic juice which was made up by Arabian "confectioners" into a kind of paste, and eaten, as were other vegetable extracts, such as "bhäng" from hemp—for the sake of the pleasurable effects produced by its poisonous action on the nervous system. It is certain that the opium poppy does not occur at all in the wild state in the Middle and Far East. In 1516 opium was already an article of trade from India to China. The poppy was cultivated, and use of opium known and frequent in India for some five centuries before that date. Probably the cultivation of the plant in China was not started until the eighteenth century.

#### OPIUM SMOKING.

It was the Chinese who hit upon the mode of indulging in opium by smoking it in a pipe. There is no record, written or pictorial, of this practice earlier than 1730, about fifty years before which date (1680) we find the smoking of tobacco represented on Chinese pottery. Very soon the Chinese were not content to import their opium from India, but large areas were put under cultivation with the Indian poppy in China and Manchuria. For a century or more the export of opium from India to China continued and increased, the native Chinese production not being sufficient to meet the demand. In 1730 and 1795 the Chinese Government issued edicts forbidding the smoking of opium, and in the last century the efforts of the Chinese authorities to prevent the importation of Indian opium; whether with a view to suppress a dangerous habit or to fatten the home-grown article, led to war with England. In some parts of China—for instance Amoy—three-fourths of the population are, or were until lately, opium smokers. Now it is believed that the Chinese Government is genuinely determined to put a stop to this dangerous and enslaving indulgence by the opium-growers of India will have to limit their output, and employ their land and labour for other crops.

#### OPIUM EATING.

It is the fact that the eating of opium (for it is not "smoked" there) does very little harm in India, since it is not used by a large proportion of the people nor in excess. Many persons who have studied the subject maintain that the widely-spread inquiry caused by opium in China is due to the short time during which it has been in use there as compared with India. It is held that population after a few centuries becomes immune to such judgment, but attractive indulgence by the killing out of those who cannot resist excess, and the suggestion is that the simplest way of dealing with such cravings for poison is to let those who have them, and cannot resist them, drink it daily, and die, and then start with them.

This is, however, a slow and tedious way of eradicating an evil tendency. It may perhaps be the only way, and hereafter, when the production by careful and restricted breeding of a sound and healthy population becomes recognized as being part of the duty of the makers and administrators of the law in civilized states, it is not improbable that we shall see something of the kind gallantly put into practice.

The query may be raised, says a London contemporary whether after all the young people of the middle classes at home are better informed concerning the great "wiles of English civilization" than their American cousins.

### FASHIONS AND FANCIES.

#### A PRINCESS'S GOWNS.

A bright illumination was thrown on the modes of to-day and to-morrow by the exhibition of Paquin models in Dover-street. These had all been taken to Berlin and submitted by Mme. Paquin to the Crown Princess for her selection. It may be supposed that the very top mode of fashion was struck in these dresses, coats, hats, furs, eshabes, &c. And in addition, there was the idiosyncrasy of this famous house in the designing and execution of the various châusses. The young Princess is tall, fair, and graceful, slender. She carries herself well, and this is equally important with figures to the success of a gown. Her favourite colour is green, so becoming to a fair complexion; but her young husband's pet colour is pale blue. Consequently many of the gowns chosen were in one or other of these tints. But there were also other colours, in addition to white and black.

#### A LOVELY RECEPTION DRESS.

Tomato red, for instance, was seen in a velvet reception-dress, with light embroidery on the dull gold that is so much in request this season for handsome gowns. Gold, too, was the trimming of a black satin châsses. Châsses, out Directoire fashion, and closely moulded to the figure. Meant for evening wear the bodice was made with a vieux rose satin belt, wide and high, softly valled with black, and drawn through gold embroidery, and ending in gold fillet and black knotted together. The sleeves entirely covering the arms, and very closely fitting, were in black and gold tissue, with touches of old rose. The yoke was a beautiful gold embroidery, with motifs of black lace, all carried high in the neck. The train to match, accompanied this gown evidently intended for wearing with it at the theatre. Nothing could be better chosen to enhance the fairness of the Crown Princess. The favourite bugles were seen in an original fashion on an evening gown in black marquise with a pointed train outlined with fringed of vivid green bugles. Similar fringes formed a belt, and fell over the arms over long sleeves of cream-coloured lace richly embroidered in black jet. Green, too, in a lovely shade of emerald, was the colour of a tango in softest crepe-de-chine, embroidered all over in gold beads, and forming a graceful kind of loose drapery over a tight under-gown in white chiffon. The artistic contrast between the green and the white was emphasized by a narrow line of black tulles, and a Elizavina edition of a black tulles ruche, edging the green.

#### SOME LOVELY DINNER GOWNS.

A dream of colour was a dinner gown in pale rose-petal pink satin châsses veiled with pearl-grey chiffon edged with pink velvet. This overress was a Directoire tunic cut up in panels embroidered in pink and silver, and trimmed with silver lace. The second dinner gown was in Saxe blue chiffon velvet relieved with creamy chiffon on the bodice and worked in elaborate embroidery of blue bugles and crystal. For evening wear long Directoires sleeves in diaphanous texture, set in guano, embroidered in rose, chiffon, &c., many of them embroidered with bugles or bordered with a narrow line of fur or ribbons of black chiffon, or gold or white. Many of them were fringed with gold or silk. A poem of a frock was a white satin Directoire, with a bodice of pink rose, bodices clasped closely together. An evening coat was made of Caprienne velvet, the shade of the deepest orange-brown red in nasturtium, embroidered all over in a very beautiful and harmonious design of black jet, and finished at the neck with a twist of black tulle, and gold fillet lace. Fine black for trimmed this very lovely coat, the shape of which was indiscreetly novel and unusual.

#### SOME CABBAGE COATS.

Not for the million is such a carriage coat as that shown, made entirely of broad tail and trimmed with real silver fox, perhaps the costliest of furs. The hat, to be worn with this was black velvet with a band of silver fox. The crown and a trimming of dull blue hose. Loveliest of all, however, was a Directoire pelisse in dull blue velvet, and very richly embroidered in steel and silver in oxidized shades. Brightness in metal embroidery is entirely out of date. The whole coat was edged with black fox.

#### A SENSATIONAL FUR COAT.

Among the wonders that were shown was a sable coat, price three thousand guineas, and made for the star of the Imperial Opera House, Berlin. Such was the sort, rich substances of this fur that it clings to the figure as though it had been velvet. Needless to say, the dark, glossy, silky skins were matched to perfection, and the ample cut of the skirts was in contrast with the perfect fit of the shoulders, outlining them with accuracy.

#### OUTDOOR GOWNS AND COATS.

A two-coated costume was in pale beige tweed cloth with a fist, smooth plait down the front of the Directoire skirt, which, like the bodice, is trimmed with buttons covered with beige velvet. A touch of vivid green at the neck and a narrow edge of brown fur gave character to this frock. Another walking costume had the skirt in dark blue cloth and a three-quarter coat in velvet to match, made with the becoming little shoulder capes that have not now been seen for some time. When they first come in they give a note of peculiar distinction to a coat or costume.

#### THE NEWEST COATS.

There seems to be no half-length in the coats of this season. They are either cut away from the front and with not more than seven or eight inches of bustle, or else they are three-quarter length. An unusually pretty costume is in green cloth for the skirt, and has a green velvet coat with black silk and gold brocade and oxidized gold buttons. Some of the three-quarter fur coats are worn with gold or silver belts in dull tones of the metal. The Directoire fur coat has a line of buttons or embroidery down one side, and frequently has the neck finished with embroidery to match. The waist is short at the back and the fronts are straight, but not very loose. One of the newest coat costs is a modification of the Directoire with an opening, or apparent opening, down the side, fastened up with buttons and buttonholes. In front, however, the type is rather sacrificed to the cause of warmth, in the cross-over lapels.

#### WINTER BOOTS AND SHOES.

All shades of brown are worn with tweed costumes, and, in fact, with short skirts of any colour save black. High heels seem to be worn more with short skirts than with long ones. In fact, the shorter the skirt, the higher the heels, and the effect is often more peculiar than beautiful. The gait is crippled, and any trace of charm or gracefulness necessarily disappears when the figure is bent forward as with the infirmity of age. The mischief that results to the knee is serious enough, but worse remains behind. Displacement of internal organs is no trifles. Already there are coloured shoes to match green, blue, or purple costumes, a fashion that will be developed immensely next season. We shall see shoes in almost every shade of colour, pale or dark, a possibility that was not even thought of this season.

#### THE DISEASES OF THE GREAT.

### SHIP DESIGNING.

#### SIR W. WHITE ON MODERN METHODS.

Sir William H. White, the British naval constructor of a notable era, delivered an interesting address at the first ordinary meeting of the Royal Society of Arts, when he dealt with the rise and progress of education in naval architecture, in which he himself has had no small share. He alluded to the somewhat narrow lines on which construction was formerly conducted, until the inception of the movement in favour of better education for British ship-builders and the adoption of scientific methods in ship design a century ago due to men unconnected with the industry, and not welcome to ship-builders of the older school. Fortunately, opposition from various quarters was overcome, and the first School of Naval Architecture began its work at Portsmouth in January, 1811, under the direction of Dr. Inman, distinguished graduate of the University of Cambridge.

When the steam reconstruction of the Navy had to be undertaken, about 55 years ago, and was rapidly followed by the use of armour as a protection against attack by explosive shells, it became impossible any longer to pretend that naval officers, untrained as naval architects, could undertake the responsible work of designing British warships. Fortunately trained men were available in the persons of Dr. Inman's old pupils, who had been compelled to wait 20 years before their opportunity came. Outside the Admiralty service conspicuous success was attained by other trained naval architects. Sir William drew attention to the effect produced on modern building by evening classes in naval architecture, at which large numbers of artisans have been taught. For many years these classes have existed in the dockyard towns and centres of shipbuilding. They have given useful instruction to draughtsmen and men engaged in the practical operations of the shipyard, and it is from amongst these, by a process of selection, no small number of men have been found who were capable of receiving higher training, and rising to positions of primary importance in the private shipbuilding industry. In later years municipal technical schools in our great seaports have given a home to these classes, and at the present time they are flourishing more than ever. In this department of technical education the United Kingdom has a distinct advantage over any other maritime country, and it has had a marked effect upon the more general adoption of scientific methods in shipbuilding during the last 30 years, and matters for congratulation.

Thirty years ago, the drawing offices of the private shipyards of this country engaged in the construction of cargo steamers—which may be called the "staple industry" of British shipbuilding—were conducted in a manner absolutely different from that which now prevails. It was within the truth to say that, at the present time, scientific skill and ingenuity were being displayed in the design of the much despised tramp steamer or pure cargo-carrying vessel, no less than in the designs of the swiftest and largest passenger steamers and of the most powerful warships. Signs of increasing recognition of the value of these evening classes were to be found in the large number of scholarships, exhibition, and studentships which have been founded in recent years by the generosity of public bodies or private individuals. Young men whose first training was received in these classes were now actively engaged throughout the shipyards of the country, doing good service, and assisting to maintain our supremacy in shipbuilding. In order to maintain that universally desired result, the best brains of the country must be utilized, and all classes of the community must be drawn upon. The contemporaneous provision of elementary and advanced instruction, and of means by which students of naval architecture can pass from the lowest rung of the ladder to the topmost, were outstanding features of the last 30 years, and matters for congratulation.

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## NOTICES TO CONSIGNEES

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MARITIMES.

## NOTICE.

CONSIGNEES of cargo from London ex "Charente" and "Matapan," from Havre ex "Charente" and "Matapan," from Bordeaux ex "Cambrai" and "Ville d'Arros" in connection with above steamer are hereby informed that their goods with exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd, at Kowloon whence delivery may be obtained immediately after landing.

Optional cargo will be forwarded on unless intimation is received from the consignees before 6 P.M. To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remained unclaimed after TUESDAY the 29th Dec., at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 29th Dec., or they will not be recognized.

All damaged packages will be examined on TUESDAY the 29th Dec., at 3 P.M.

No Fire Insurance has been effected.

P. NALIN,  
Agent.

Hongkong, 22nd December, 1908. [2]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI

THE Company's Steamship

"E. FRANZ FERDINAND," having arrived, Consignees of cargo are hereby informed that goods will be landed into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all claims must be sent to the Office of the Undersigned before NOON on the 29th Dec., 1908, or they will not be recognized.

No Fire Insurance has been effected, and any goods remaining in the Godowns after the 29th Dec., 1908, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 22nd December, 1908. [3]

"SHIRE" LINE OF STEAMERS, LTD.

## NOTICE TO CONSIGNEES.

FROM HAMBURG, ANTWERP, MIDDLESBROUGH, LONDON AND STRAITS.

THE Steamship

"CARNARVONSHIRE," Captain Ingram, having arrived from the above port, Consignees of cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and stored at Consignees risk and expense.

All broken, crushed, and damaged goods are to be left in the Godowns, where they will be examined on TUESDAY, the 29th Inst., at 3 P.M.

All claims must be presented within fifteen days of the steamer's arrival here, after which they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 29th Inst., will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN-TOMES & Co., Agents.

Hongkong, 23rd December, 1908. 1690

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AND  
THE CHINA MUTUAL STEAM NAV. CO. LTD.

NOTICE TO CONSIGNEES.

CONSIGNEES of cargo on THE OCEAN STEAMSHIP and THE CHINA MUTUAL STEAM NAVIGATION Co.'s Steamers are hereby informed that on and after 1st JANUARY, 1909, all cargo on these steamers will be landed into HOLT'S WHARF, KOWLOON, which will be open from that date to receive and store cargo.

For storage rates and other particulars, apply to

BUTTERFIELD & SWIRE,  
AGENTS:

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HOLT'S WHARF

Hongkong, 15th December, 1908. [1664]

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## SHIPPING IN PORT.

## STEAMERS.

ABRAHAM ADAMS, British str., 2,931, A. Stewart, 23rd Dec., Calcutta via Straits and Singapore 17th Dec., General—David, Sasecon & Co.

BAN-TEH American str., 329, D. Francisco Fabrigar, 5th Nov.—Manila 2nd Nov. Sugar—Order.

BORNEO, German str., 1,344, F. Sembill, 16th Dec.—Sandakan 12th Dec., Timber and General—Melchers & Co.

CARNAVONSHIRE, British str., 4,219, F. Ingram, 23rd Dec.—London 4th Nov. and Singapore 16th Dec., General—Shewan, Toms & Co.

CHENGSHENG, British str., 1,256, Liddell, 15th Dec.—Tientsin via Weihaiwei 8th Dec., General—Jardine, Matheson & Co.

CHOISING, German str., 1,022, J. Bruhn, 16th Dec.—Bangkok 10th Dec., Rice—Butterfield & Swire.

CHANGCHOW, British str., 1,203, Partridge, 17th Dec.—Chefoo and Weihaiwei 12th Dec., General—Butterfield & Swire.

CHINKIANG, British str., 1,223, W. Kay, 21st Dec.—Dalyan via Chefoo 15th Dec., Bean cake etc.—Butterfield & Swire.

CHIYO MARU, Japanese str., 7,250, W. W. Greene, 21st Dec.—Yokohama 16th Dec., General—Nippon Yusen Kaisha.

CHUNSHANG, British str., 1,418, E. Sawyer, 16th Dec.—Java 7th Dec., Sugar—Jardine, Matheson & Co.

DAIYA MARU, Jap. str., 1,735, K. Kabayashi, 23rd Dec.—Wakamatsu 18th Dec., Coal—Mitsui Bussan Kaisha.

DAKOTA, British str., 2,593, Ross, 21st Dec.—San Francisco 23rd Nov., Kerosene Oil—Standard Oil Co.

DEBWENT, British str., 1,562, J. Jenkins, 17th Dec.—Saigon 12th December—General—Chinese.

DEVAWONGSE, German str., 1,057, Bruhn, 21st Dec.—Bangkok 10th and Hoihow 19th Dec., Rice and Teak—Butterfield & Swire.

E. F. FERDINAND, Austrian str., 3,843, E. Nitsche, 22nd Dec.—Shanghai 19th Dec., General—Sander, Wieder & Co.

FOOSHING, British str., 1,423, F. Lishman, 17th December—Chinkiang 13th Dec., General—C. M. S. N. & Co.

FRI, Norwegian str., 860, C. Waage, 17th Nov.—Manila 13th November, Ballast—Asgard Thorsen & Co.

GREYFALVE, British str., 3,246, Steel, 17th Dec.—Newcastle and Port 20th Nov., Coal—Messageries Maritimes.

HAIYANG, British str., 1,362, A. E. Hodgins, 23rd Dec.—Coast ports 22nd December, General—Douglas Lapraik & Co.

HALDIS, Norwegian str., 1,065, Solberg, 23rd Dec.—Chinkiang 19th December, Rice—Hamburg America Line.

HELIOPOLIS, British str., 2,967, Wiseman, 15th Dec.—Chinawang 10th December, Nil—Gibb, Livingston & Co.

HONGKONG, French str., 742, A. Cornelissen, 23rd Dec.—Haiphong 15th and Hoihow 21st Dec., General—A. R. Marti.

HIN CHI, Chinese str., 1,383, Jamieson, 18th Dec.—Shanghai 14th Dec., General—Chinese.

HINH FONG, Chinese str., 1,368, H. McKinnon, 21st Dec.—Taku 15th and Chefoo 16th Dec., General—Chinese.

KASHING, British str., 1,143, Pickard, 21st Dec.—Chinkiang 16th December, General—Butterfield & Swire.

KWANGLEE, Chinese str., 1,487, R. Lincoln, 21st Dec.—Shanghai 18th Dec., General—C. M. S. N. Co.

KWEILIN, British str., 1,200, W. Brown, 11th Dec.—Chinkiang 5th Dec., General—Butterfield & Swire.

LAIBANG, British str., 2,224, F. Wheeler, 15th Dec.—Singapore 8th December, General—Jardine, Matheson & Co.

LOCKHORN, German str., 1,020, W. Tenbert, 22nd Dec.—Bangkok 13th Dec., Rice and General—Butterfield & Swire.

MANDARIN MARU, Jap. str., 3,246, Shimizu, 22nd Dec.—Kuchinotchi 16th Dec., Coal—Mitsui Bussan Kaisha.

NICOMEDIA, German str., 4,363, P. Wagemann, 12th Dec.—Portland via Pots 11th Nov.—General—P. A. S. Co.

NORD, British str., 1,145, Fryan, 22nd Dec.—Amping 20th Dec., Ballast—Geo. McBain & Co.

PHANANG, German str., 1,021, Fr. v. Mangelsdorf, 18th Dec.—Bangkok and Swatow 17th Dec., General—Butterfield & Swire.

PRINZ WALDEMAR, German str., 1,737, W. v. Sonder, 12th Dec.—Sydney 17th Nov., General—Butterfield & Swire.

PROGRESS, Norwegian str., 1,671, F. Schonig, 22nd Dec.—Karatsu 15th Dec., Coal—Waller & Co.

REYBURN, British str., 1,619, R. W. Almond, 21st Dec.—Manila 19th Dec., General—Shewan, Thomas & Co.

SAMSEN, German str., 993, F. Schmitz, 13th Dec.—Bangkok via Swatow 12th Dec., Rice—Butterfield & Swire.

SHAOHSING, British str., 1,307, McIntosh, 22nd Dec.—Shanghai 19th Dec., General—Butterfield & Swire.

SHINSHI MARU, Japanese str., 2,163, Oshikatsu, 21st Dec.—Mojii 15th Dec., Coal—Mitsui Bussan Kaisha.

SINGAN, British str., 1,097, Jamieson, 18th Dec.—Hainan via Hoihow 15th Dec., General—Butterfield & Swire.

SUNGKIAN, British str., 896, Pennefather, 21st Dec.—Hoihow 16th December, Hemp and Sugar—Butterfield & Swire.

TAKASIMA MARU, Jap. str., 3,000, A. Mooker, 28th Nov.—Bombay and Singapore 19th Nov., General—Nippon Yusen Kaisha.

TAIPANAS, Dutch str., 2,444, A. W. La Rooy, 25th Dec.—Shanghai 18th and Amoy 22nd Dec., General—Java-China Japan Liner.

TOKI MARU, Jap. str., 3,433, T. Matsushima, 19th Dec.—Mojii 13th December, Coal—Arnold Karberg & Co.

TRIUMPH, German str., 769, J. C. Hansen, 20th Dec.—Haiphong and Hoihow 18th Dec., Rice and General—Johnson & Co.

YUENKANG, British str., 1,128, P. H. Rolfe, 21st Dec.—Manila 18th Dec., General—Jardine, Matheson & Co.

YUNNAN, British str., 1,205, W. O. Jones, 21st Dec.—Chinkiang and Shanghai 18th Dec., General—Butterfield & Swire.

**SAILING VESSELS.**

ANNA E. SMALE, American 4-masted ironique 809, John F. Colstrum, 13th Dec.—Portland Oregon 8th Oct.—Lumber—Mr. Jack.

DAYLIGHT, British 4-masted, 3,650, M. Bryde, 9th October—Yokohama 19th Dec.—Bullast—Standard Oil Co.

LYNDHURST, British 4-masted barque, 2,500, Purnell, 14th September—Bangkok 25th August, Case Oil—Standard Oil Co.

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